

INTIMATION

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE

AND CARBOLIC SOAPS

Effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG

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Prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to its users.

WATSON'S ORIENTAL

DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Our communications relating to the new columns should be addressed to the Editor.
Correspondents must forward their names and addresses in full, and must be prepared to accept the Editor's right of selection, and to be bound by his decision.
All communications for publication should be written in the English language only.
No correspondence should be published unless it is accompanied by a return address.
Our correspondence columns are not intended for the publication of advertisements.
The Editor's address is: The Daily Press, 14, Des Voeux Road, Hong Kong.
P.O. Box 35. Telephone No. 12.

BIRTH.

On the 23rd Sept. at No. 24, Range Road, Shanghai, the wife of WILLIAM ALEXANDER, of the

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD, C1.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30TH SEPTEMBER, 1903.

THE strike of the jinricksha-coolies on Saturday was, as we have already pointed out, promptly and firmly dealt with by the police; but the incident serves to suggest a possible danger in the future, against which the Colony would like to be insured. Just as competition is the life of trade, so a little healthy rivalry in the transport of passengers would prove at once a wholesome stimulus and a desirable restraint upon the propellers of the little man-power carriages. These vehicles have almost entirely driven the sedan chair off the roads on the lower levels, though the latter is really more comfortable and affords better protection against the weather. But time has become of importance here as elsewhere, and the little carriage can get over the ground in about half the period it takes the chair borne by coolies to make the journey. The jinricksha can, moreover, be pulled along by one man; the sedan chair has to be carried by two bearers. The former can, therefore, not only accomplish a journey in half the time a chair takes to do it, but it can make it for about half the fare. Small wonder that in the race the chair has fallen out, and left its competitor master of the situation on all the low levels. In their turn, however, the jinrickshas will soon have to meet competition, and will, as in the case of the chairs, have to be content to share the traffic with the electric tram-cars, which it is now intended to run in Victoria. Unlike the chairs, however, the jinrickshas will not have to give place entirely

to the newcomer. They will still be used for short journeys and to places whither the trams do not run. It is probable, too, that with the natives they will remain a favourite mode of conveyance on account of the cheapness of the transport. But for distances, and for other reasons, such as shelter from sun and rain, the tram-cars will undoubtedly be popular and secure a large share of the traffic, possibly more even than we anticipate.

The tramways have been determined upon; the capital subscribed; the ordinance authorising their running has been passed by the Legislature; the rails have arrived and lie along the sides of the streets; and considerable sections of the line even have been laid down; but beyond this point, which was reached months ago, no progress appears possible. Why this unaccountable and on every account regrettable delay? The question has been asked before: we now repeat it with emphasis. We ask the Government—and we trust the independent Member of Council for the Chamber of Commerce will repeat it in that assembly—why is the work of laying the tramways suspended? who is responsible for it? and will not the executive see that the obstacle in the way—whatever it may be—is at once removed? We believe that it is some dispute between the Public Works Department and the company as to who is to bear the cost of relaying some portion of the road. A party matter like this ought not to be suffered to delay for months or years—the months soon grow into years in this paradise of procrastination—the institution of a system of locomotion so much needed to convey the working population to homes in the outskirts and thus solve the pregnant question of overcrowding. This is, it seems to us, a question for the Governor to take in hand and decide. If things come to an impasse in a corner of the Public Works Department, the Governor should quickly solve the problem and decide it "off his own bat." It is for the Governor to do the same in a case of this kind and not allow a great public convenience to be indefinitely delayed because some head of a Department has a disagreement with the promoters of the enterprise. There must be some reasonable and sensible settlement of the difficulty to be found, and it is not for the Government to allow a few dollars or any small concession with regard to the laying of the rails to block the way to the completion of the line.

The English mail of the 29th ult. was delivered in London on the 28th inst.

The Legislative Council meets at 3 p.m. on Thursday.

A fatal Chinese plague case was reported yesterday, the victim being found dead in No. 4 Heanin District.

A notice to mariners is published to the effect that the wreck of the stone junk above and bar creek, Canton district, has been removed and that the channel is now clear.

A Chinese contractor summoned yesterday for not time-keeping his promise said that the walls which should have been laid-washed were cleaner than those of the large Court. This is a hint to the Sanitary Department.

A typhoon signal—the red cone, put down-wards, indicating a typhoon's path of Hongkong, with its centre more than 300 miles distant from the Colony—was hoisted yesterday morning and remained up the whole day.

Under the new Servants' Ordinance, No. 11 of 1903, several prosecutions have already been made. By keeping undesirable persons away from the servants' quarters of houses, it is expected that the chief source of obtaining information being thus cut off, the burglars of the house-cook class will receive a check.

A Peking despatch quoted by the N. C. Daily News states that the Governor of Chinese Turkistan has telegraphed to the Grand Council that the new Russian telegraph-line constructed from Kachka to Grga, Mongolia, and thence to Urumis, now called Tihafu, capital of Chinese Turkistan, have been completed. What has, however, given rise to the deep suspicion of the Governor of Chinese Turkistan is the fact that the Russians have placed a string of Cossacks along the whole of the new telegraph line "for the protection of the line," as they replied when asked the reason by the Chinese Governor, who apparently has not been to Manchuria.

During the off-racing season if any enthusiast should desire to indulge in the treat of witnessing an exhilarating pony-gallop, he could not do better than take a stroll round the Wongachong district in the early morning. The mafios of the various stables in the Eastern part of the city are forbidden to exercise their horses on the racecourse, but that exemption means little to them, for they still have the public road on which to race, and they do race. As a general rule the mafios ride without saddle or bridle, but the pace they get their mounts to go at effectually clears the road and makes the hurrying coolies rush into the ditch to escape extermination. From a picturesque point of view the spectacle of twenty or thirty ponies surging along the public road would be hard to beat, but it does not make for public safety.

Several more sporadic cases of plague are reported at Yokohama.

The *Supa* prisoners are still in gaol at Shanghai, and there is apparently no prospect of a satisfactory conclusion of the case.

The Emperor and Empress of Japan have contributed 6,500 yen to a fund for the relief of sufferers by recent storms and floods in Formosa.

Races between yachts representing Kobe and Yokohama took place at the last-named port on the 19th inst. Yokohama won the first race by five minutes and the second by four minutes.

One of the prefectural Governors in Japan has issued a proclamation to the inhabitants of the prefecture, cautioning them to refrain from extravagance in living because of the plenteousness of the rice-crop this year.

Australian statesmen are waking up to the fact that there can be no future for a colony which has a declining birth-rate. In forty years it has dropped from forty-two to twenty-seven per thousand. The Government of New South Wales has appointed a Royal Commission to enquire into the matter with a view to legislation.

The late Shen Ku-wei's friends, who held a memorial service in his honor in Shanghai last week, declare that the reason why the Empress Dowager caused the barbarous murder of the unfortunate reformer was that he got hold of a copy of the last secret treaty between Russia and China and sent it to a Japanese journal, the *Asahi*.

The Japanese Cabinet vacancies were filled on the 22nd inst. as follows:—Minister of Justice, Mr. Hatano Yoshinobu, formerly Vice-Minister of Justice; Agriculture and Commerce, Baron Kiyomasa Kato, formerly Minister of Justice; Education, Mr. Kunita, a member of the Upper Chamber; Communications, Mr. Onra Kanetake, formerly Chief of Police.

Rumours were current in Osaka and Tokyo a fortnight ago that some steamers of the Osaka Shosen Kaisha had been chartered as transports by the Government. The news, the *Kobe Herald* says, has been confirmed, but the reason given is that the O. S. K. boats are to carry provisions and munitions of war for the garrisons in Formosa, the mail vessels of the kind not being numerous or large enough to carry out the wishes of the military authorities within the necessary time.

The N. C. Daily News says:—As there seems to be no unanimity of opinion as to the Treaty of Shanghai, whether it is in operation or not, it may be stated that the Treaty exists for the exchange of ratifications at Peking in 1904. It is, however, only clauses I and VII, which, from their nature, can become immediately operative, and in regard to the first, that dealing with Customs' drawbacks, we understand some differences as to interpretation have arisen between the British authorities and the 'Paotai'. The Consul-General is consulting with the Chamber of Commerce, and it is not at all likely that any interpretation which destroys the force of the provision and opens the door to the old abuses will be permitted.

Kobe papers record with deep regret the death of Mr. S. E. Levy, head of the firm of Messrs. E. D. Sasson & Co., of Kobe, which sad event took place suddenly at his private residence on the evening of the 19th inst. Mr. Levy had resided in Kobe six years, and was previously a resident of Hongkong. He was very well known in business circles, and his death at the early age of forty-six, the *Kobe Chronicle* says, will be generally regretted. When his life in his office he appeared in good health and in excellent spirits, but shortly after arriving home expired, the cause of death being heart failure. Mr. Levy leaves a widow and three children, with whom much sympathy will be felt in their bereavement.

It seems pretty certain that Canada will enter a challenge for the America Cup next year; and, as there is no likelihood of Sir Thomas Lipton doing so, this is all for the best. Just twenty-seven years have passed since the Canadians first made a bid for the trophy, and in 1876 the *Contest of America* was easily won by *Madeline*, the two races which were sailed ending in a victory for the latter by eleven minutes on the first day and by nearly half an hour on the second. The Bay of Quin's Yacht Club, which sailed the *Atlanta* against the defender *Madeline* five years later, proved no more successful, and that was the last attempt which Canadian yachtsmen have made to capture the Cup. According to some authorities a yacht which has not to cross the Atlantic would stand a bet or chance in the race, and for this reason alone it will be interesting to see what kind of a boat the Canadians can produce.

We read in a home paper that Mr. Edward L. Dwyer, known to fame in America as the "Millionaire Mariner," has filed a petition in bankruptcy for the second time. He enlisted in the United States Marine Corps three or four years ago on the plea that he was bankrupt. Now he owes £75,000, and has no assets but his wardrobe. He has built railways and floated mines all over the world, and still believes that he is destined to civilise China and the Philippines. When he is relieved of a temporary embarrassment he will start afresh upon his great mission, which inspires unshaken confidence in European syndicates. Eight years ago he married the Duchess de Castel-Iudria formerly Miss Jeanne Tomajo, of Brooklyn. She was seventy-three, and he was five-and-thirty. When she died she bequeathed to him ten dols. and six islands off the coast of Maine, which he sold for about £5,000 apiece. These adventures make us sceptical as to the existence of Mr. Dwyer outside of comic opera; but the syndicates still believe in him, and are waiting for their guiding star.

Baron von Rosen, Russian Minister to the Court of Tokyo, has left Japan for Port Arthur.

It has been stated that there are between 800 and 700 coolies in West Point who cannot give an account of how they live.

Mr. G. J. W. King, Hon. Secretary of the Masonic Quadrille Club, announces that the first dance will take place on Saturday next, commencing at 8 p.m., in the Masonic Hall.

More Mauser and Mannlicher rifles are being purchased in Shanghai, at the order of H.E. Viceroy Shun, to arm a brigade under command of Ku Fong-shih, the new Governor of Kwangsi.

At the British autumn military manoeuvres, which commenced on the 14th inst., four Japanese officers were present—Colonels Oka and Utsunomiga and Captains Koike and Furumi.

In connection with the procession of Our Lady of the Rosary, the chartered s.s. *Falshan* will leave for Macao at 9 a.m. on Sunday. Further particulars will be found in another column.

Interest due and drawn bonds of the Chinese Imperial Government 7 per cent. silver loan of 1885, E. the 34th half-yearly drawing, will be payable at the office of the Hongkong and Shanghai Banking Corporation on and after to-day, the 30th inst.

Four or five native banks in Tientsin have closed their doors. The managers of the Fu Kong and Ching Kong have both committed suicide, the former by jumping into the river, the latter by taking opium, rather than face their difficulties. These banks were not large ones.

The correspondent at Tokyo of the N. C. Daily News writes on the 24th inst.:—Owing to the presence at Yung-anpoo of Chinese brigades, hostile to the Lumber Company, M. Pavloff applied to the Korean Government to protect his nationals; but Korea answered that as the Russia was occupying a non-treaty settlement, they must take their own risks. To this M. Pavloff retorted, hinting at the employment of Russian soldiers, in default of the Korean protection promised by the concession to the Lumber Company.

According to a Shanghai native paper, the first carriage for the Hankow-Canton Railway has been constructed, a second is nearing completion, and 20 trucks will be ready in November. The French Consul at Hankow has inaugurated a school for teaching the French language and science. The number of students to be admitted is to be limited to twenty, and they must prove that they have had a good grounding in Chinese before they can be admitted. The course is to be three years and the graduates will be given posts on the railway.

The Japanese steamer *Chinwa Maru* (which, when running as the *Shenando* under the Norwegian flag, sank in the triple collision in Hongkong Harbour on the 10th November 1901, in which the *Perla* and *Taicheng* were also involved), came to grief a second time on the 21st inst., being run into by the N. L. s.s. *Seydlitz*, badly damaged on the starboard bow, and in consequence beached on the China mainland about two miles from the Kaitum Lightship. The *Chinwa Maru* was carrying 1,500 tons of Japanese coal to consignees in Shanghai. The coal was being rapidly discharged, by last advice, and it is expected that the vessel will then be floated without difficulty. A court of enquiry into the collision will sit in Japan.

Writing on the subject of Mr. Chamberlain's fiscal proposals, a correspondent of the *Kobe Chronicle* asks: "For instance, what would the Japanese Mail Line that runs to Europe do without the possibility of calling en route for cargo at Hongkong, Singapore, Ceylon—English colonies built up with English blood and money? Yet Japan is doing, and will do, all she can to keep English trade out of Japan. It is to be hoped she will learn in time what are her true interests." Our Kobe contemporary is inclined to dispute the statement that Japan is doing all she can to keep out English trade, and points out that in 1902, while the exports from Great Britain to Japan amounted to a value of £5,165,526, the exports from Japan to Great Britain were only £1,693,919.

A special telegram to the *Shanghai Times* dated the 18th September, says that Shanghai city has just lost one of its ornaments. The fire pagoda which stands on the hill in the south side of the city has been partially destroyed by fire. It has been the custom to illuminate its seven stories with countless lanterns every night during the summer months, and a very beautiful spectacle it used to present. On the night of the 14th it caught fire at the top and burned for four days, and is now a wreck. The cast-iron pinnacle, which probably weighed several tons, fell and was dashed to fragments and is being carried off as relics, so to be melted down in the smelting-furnaces. The destruction is lamented by all the city, and is considered to presage some great calamity in the near future.

ACCIDENT TO N.D.L. S.S. "ZIETEN"

Owing to a mishap to the anchor spindle of the German mail steamer *Zieten*, her departure for home has been postponed from to-day, at noon, until to-morrow, at 6 p.m. The replacing of the spindle will take some time, as a new one will require to be cast by the H. & W. Dock Co. who have the work in hand.

TELEGRAMS, CORRESPONDENCE.

REUTERS SERVICE.

THE NEW CABINET.

LONDON, 27th September.

Mr. Balfour has left Balaorai.

TRANSVAAL RAILWAYS.

LONDON, 27th September.

The Transvaal Government has decided to postpone the construction of the new railways in view of the scarcity of labour.

THE U. S. SQUADRON AT BEIRUT.

LONDON, 27th September.

It is announced in Washington that the American warships are not likely to be withdrawn from Beirut at present. The town is quiet, but nothing like permanent order has been established.

LATER.

The United States have refused to withdraw their warships from Beirut at the suggestion of the Porte.

THE BALKANS.

LONDON, 27th September.

Although a calmer feeling prevails among the officials in Constantinople in the hope of a direct understanding between Turkey and Bulgaria, the Porte continues to make preparations. Sixty-four battalions are mobilising in Asia Minor, thirty-five of which will proceed to Salonika and the remainder to Adrianople.

The snow is already higher on the mountains of Macedonia, where thousands of homeless villagers have taken refuge.

S. ANDREW'S SOCIETY.

The annual general meeting of the Hongkong S. Andrew's Society was held at 5.30 p.m. yesterday in the City Hall. It was agreed at the commencement of the meeting not to allow a full report of the meeting to be published. The principal proceedings were the passing of the report, given below, and the election of officers and committee.

The election resulted as follows:—President, Hon. G. W. F. Playfair; Vice-president, Dr. Rennie; Committee, Mr. J. R. Baxter, Hon. C. W. Dickson, Mr. J. R. M. Smith, Hon. Gers. on Stewart, Mr. W. Wilson, Mr. N. S. Brown (Hon. Sec.), and Mr. J. Stodart (Hon. Treasurer).

It was also decided to have a S. Andrew's Ball on the 30th November, the details being left to the Committee.

The report is as follows:—During the year several applications for assistance from the charitable fund were received, and, after full investigation, grants in aid were given. These amounted to \$518 75 as against \$674 75 the previous year. Situations were found for several applicants. The balance at the credit of the Society now stands at \$2,518 57 as against \$2,321 85 last year. Thirty-two members have joined the Society during the year. S. Andrew's Day 1902 was celebrated by a Ball held in the City Hall, which, both socially and financially, was a success. Tao Hoo, R. Shewan, Vice-Chairman, and Mr. William Kidd resigned their places on the Committee on their departure from the Colony. During the year, the Hon. C. W. Dickson joined the Committee. Mr. David Wood, the Hon. Secretary, and Mr. Andrew Forb's, the Hon. Treasurer, both left the Colony last spring on holiday leave, and were replaced respectively by Mr. N. S. Brown and Mr. J. Stodart, to both of whom the thanks of members are due. The Committee are indebted to Mr. A. B. Lowe for kindly auditing the accounts. The Committee deeply regret to have to record the death of Mr. J. Macleod, a very old member of the Society.

SPORT IN MACAO.

We learn that the Macao Government has just abolished the tax on sporting guns brought into the Portuguese Colony, and that those enter snipe, etc., will be able to take in their weapons free.

The Colonial Secretary of Hongkong was over in Macao for some shooting last week-end.

THE "PERLA" DAMAGED.

During the lifting yesterday morning of a steam-launch consigned to Manila, the foremost of the C. & M. s.s. *Perla* broke off close to the dock, and as a result the ship is now in dock having repairs seen to. It seems that, though every precaution was taken in the supervision of the ship's lifting-gear, a weakness was made apparent in the stays on the launch leaving the water, and the mast snapped. No damage was done to the small vessel, but a Chinese stevedore received slight injuries. The *Perla* was to have sailed early yesterday for Amoy, Manila, Hoilo, and Cebu.

POLLARD COMEDY COMPANY.

Are You a Mason? was played again last night by the Pollard Comedy Company, and was as equally successful as the first performance. Mr. Edward Noble again scored a success, and his efforts to please the audience were warmly supported by the other members of the company. Miss Marjorie Tempest repeated Tosti's "Good-bye," and also sang "The Bumble Bee," both songs being well received by the audience.

To-night and to-morrow *Why Smith Left Home* will be given. Miss Tempest will sing "Awake."

THE C. C. PAVILION SCHEME.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th September.
SIR,—With reference to yesterday's discussion on the question of a new pavilion for the Cricket Ground, it appeared to be the general opinion that the sum required to carry out the only plan before the members was prohibitive. It seemed to me that the design for the pavilion had all the external appearance of a residence, and that in all probability a design might be obtained which would conform, in external appearance and internal arrangement, more closely to other pavilions, be quite as picturesque, probably less costly, and equally convenient. Your report attributes the suggestion of a flat-roofed building to Mr. Leigh; that gentleman, however, objected to it, but gave no reasons. I regret this because the ordinary tiled roof as it appears in the design does not seem to have proven an unqualified success in Hongkong. My only object in writing is to prevent a too hasty acceptance of any expensive and inappropriate design as the only alternative to repairing the present pavilion. I trust other designs will be obtained by the Committee.—Yours, etc.,
W. B. DIXON.

NAVAL NOTES.

Admiral Sir Cyprian A. G. Bridge, K.C.B., will probably leave for Singapore in the *Glory* on Friday.

We are informed that the conference on naval matters between the Admirals of the China, East India, and Australian stations will not take place at Singapore, for which port the flagship of the Australian squadron, the *Royal Arthur*, was due to leave about the 15th inst., but on an island near Singapore which, curiously, is within the jurisdiction of the three commanding officers. We do not know what truth there is in the report about the island.

On the 23rd prox., the *Glory* is again due in Hongkong, whence she will proceed about the 30th to Japan and Weihaiwei.

Commissioned at Devonport in November, 1900, the term on this station of H.M.S. *Glory* is nearly concluded. We believe she will be recommissioned here for a further term at the end of the year.

H.M.S. *Fearless* will leave for Sanlakan early to-day.

Yesterday the French gunboat *Deid* arrived from Canton.

Germany is at present represented in the harbour by the gunboat *Lucho*.

Both the U.S. monitors *Monadnock* and *Montevideo* are at Shanghai now.

THE INTERPORT CRICKET TEAM.

Now that the eleven to do battle for Hongkong at Shanghai has been to all intents and purposes chosen, only the last place remaining doubtful, perhaps the following criticisms of the team and of the possible reserve man may not be amiss:—

1. R. HANCOCK. Nearly certain to be chosen captain; fully qualified for this important post. With Lumsden, Turner and Dixon, is one of the "class" batsmen of the side. Has a beautiful style, and his defence is hard to get through. His cutting is crisp and well-timed; he is a more than useful change bowler, and thoroughly reliable in the field.

2. J. T. DIXON. Probably the best all-round man on the side. A dangerous batsman when set and a powerful driver. His bowling never loses its sting and he seems never to tire. A splendid field, especially in the slip.

3. LIEUT. LUMSDEN, R.A. His debut stamps him as a cricketer of more than ordinary merit, with the advantage of being as good a batsman as he is a bowler, and a brilliant short field.

4. W. C. D. TURNER. A very attractive batsman, cautious in the extreme, but when thoroughly set a bad man to dispose of. A magnificent field, and moderate change bowler. H. AITKEN. Possibly the best wicket-keeper between Singapore and Yokohama. Really up to first class company. A powerful batsman, just a little uncertain, but safe at a crisis. Has played in several former Interport matches, with success.

6. H. HANCOCK. Another very good wicket-keeper, besides which he can change bowler, and, when not behind the stumps, an energetic field.

7. T. E. FRANKS. First and foremost a splendid fielder, his value to any side in this respect being incalculable. Also a useful fast bowler and a strong, forcing batsman.

8. A. G. WARD. A reliable batsman, but too anxious to score at the beginning. A very safe field, has a very pretty pick-up and return, and has been known to bowl.

9. LEVY, SMITH, E.A.A. As a batsman shows strong defence, combined with a nice style, and is likely to make runs when badly needed. A capable wicket-keeper, and in the deep field can be safely trusted to bring off good catches and save boundaries.

10. C. R. S. COOPER. A fast bowler of some promise. Sacrifices a little too much to pace, perhaps, but can usually show an useful analysis. A fairly sound batsman, and good field, noticeable in the slips.

11. B. E. O. RIED. A left-handed bowler just above the average, fair field, rather weak bat.

The three following players are in the running for twelfth man:—

A. B. LOWE. A fastish bowler, who, when in form will take wickets. A very fair bat when set, and a keen field.

J. E. LEE. A diminutive though powerful batsman, with plenty of confidence, very fair bowler, and feels well both far out and near the wickets.

CAPT. DAVIES, A.O.D. An useful all-round man. Bats with freedom and scores quickly. As a field is extremely active, with as a pair of hands in the deep as any member in the team.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic Address: Press. Codes: A.B.C., 6th Ed. Lieber's.

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NEW ADVERTISEMENTS

WANTED.

TWO Young Men to join two others in a mess. Immediate possession.

WANTED.

A GOOD SECOND HAND FREE WHEEL BICYCLE.

Apply to—
W. B. G.
Care of Daily Press Office.
Hongkong, 30th September, 1903. [2742]

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1886, E.
34th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS

of this loan will be paid at the OFFICES of the CORPORATION on or after the 30th SEPTEMBER, 1903.

List of drawn bonds can be obtained on application to the undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

Agents issuing the Loan,
J. R. M. S. P. H.
Chief Manager.

Hongkong, 30th September, 1903. [2741]



ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of the FREEMASONS' HALL, Zetland Street, TO-MORROW (THURSDAY), 1st OCTOBER, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th September, 1903. [2740]

CANTON DISTRICT

LOCAL NOTICE TO MARINERS.
No. 63.

WRECK OF STONE JUNK ABOVE 2ND BAR CREEK

NOTICE IS HEREBY GIVEN that the above wreck has been removed and the channel is now clear.

J. HOWELL MAY,
Harbour Master.

Approved,
H. B. MORSE,
Commissioner of Customs.

Custom House,
Canton, 25th September, 1903. [2739]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN."

Captain Reuch, will be despatched for the above ports TO-MORROW, the 1st October, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 30th September, 1903. [2745]

IMPERIAL GERMAN MAIL LINE.

FOR RUROPE.

THE Departure of the L.G.M. Steamship

"ZIEFEN."

has been POSTPONED to THURSDAY, the 1st October.

The exact hour of departure will be given later.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 30th September, 1903. [2743]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE H.A.L. Steamship

"SAM HIA."

Captain Schmidt, will be despatched for the above ports on FRI. AY, the 2nd October, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 29th September, 1903. [2735]

FOR KORE, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"SAVOIA."

Captain Deinat, will be despatched for the above ports on SUNDAY, the 4th October, at DAYLIGHT.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 29th September, 1903. [2736]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Belato, will be despatched as above on MONDAY, the 12th October, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th September, 1903. [2744]

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.
(Taking Cargo at through rates to TSINGTAI, CHINKIANG and HANKOW.)

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 1st October, at 3 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 29th September, 1903. [2734]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG."

Captain S. J. Payne, will be despatched as above on TUESDAY, the 6th October, at 3 P.M.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th September, 1903. [2744]

FOR CHEUNG PO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI.)

THE Steamship

"SULLBERG."

Captain Meyer, will be despatched for the above ports on SUNDAY, the 11th October, at DAYLIGHT.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 29th September, 1903. [2737]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA."

Captain Brehmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the wharves.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW, the 28th inst.

Any Cargo impeding the discharge will be loaded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 28th September, 1903. [2738]

THE EASTERN EXTENSION AUSTRIA-LASIA AND HINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the notice of the 25th

of June last, the senders of Telegrams are hereby advised that from 1st OCTOBER, 1903, the charges for Telegrams will, subject to revision after three months, be fixed at Dollars 0.46, at which rate the charge for all Telegrams will be collected from said date.

The following rates will, consequently, come into force:

To Europe \$2.55

To North America, via Europe 4.10

To California, Washington State, and District of Columbia, New York State, Pennsylvania 3.90

To Illinois 3.80

To New York City, Ontario, Quebec, Massachusetts 3.40

To Russia in Europe 1.15

To Russia in Asia, 1st Region 1.15

To Russia in Asia, 2nd Region 1.15

To Japan 1.15

To Amoy 0.25

To Shanghai 0.45

New complete Lists will be distributed as soon as ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN,
Superintendent.

Hongkong, 29th September, 1903. [2725]

CYCLES.

JUST received, "RAMBLER" CHAIN-LESS IMPROVED TWO-SPEED GEAR, COASTER BRAKE, SPRING FRONT FORK and CUSHION FRAME BICYCLE. The most up-to-date and most reliable Machine in the Market. Any person having once ridden a "Ramblor" will not use any Machine of inferior make and quality. Bicycles run free of all description kept in stock.

We also keep in hand a good stock of Electric Bells and all fittings, and also undertake to put up Electric Bells.

Typewriters cleaned and repaired at reasonable rates.

Rickshaw Tyres kept in stock.

RAMSEY & CO.,
18, D'Almeida Street.

Hongkong, 24th September, 1903. [2689]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS

Coloured, Write-Away Cards, etc., For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORNER.

Used and Unused Foreign and Colonial POSTAGE STAMPS

in Sets, Packets or Single. King Edward VII Albums. Catalogues, Hinges, etc., etc., etc. Inspection invited.

GRACA & CO.,
Hongkong, 12th June, 1903. [2011]

ENTERTAINMENTS

THEATRE ROYAL

Sole Lessee, CHARLES A. POLLARD.

LAST THREE NIGHTS

OF

POLLARD'S

ENGLISH COMEDY CO.

Sixteen Popular Players, including the irresistible Comedian

EDWARD NABLE.

Notwithstanding the nightly increasing success of this truly Popular Company the Season will positively close on FRIDAY NEXT.

TO-NIGHT

AND

TO-MORROW

"WHY SMITH LEFT HOME."

"WHY SMITH LEFT HOME."

"WHY SMITH LEFT HOME."

During the evening

MISS MARJORIE TEMPEST

will sing

A WAKE

"HOW COULD I?"

FRIDAY

FAREWELL.

A BIG SPECIAL BILL.

See Daily papers.

All Productions under the Personal Supervision of

MR. EDWARD NABLE.

Prices \$3, \$2, and \$1.

Plan at Robinson Piano Co.'s.

Late Train and Ferris will run after the performance.

ALEC MIDDLETON,
Manager.

Hongkong, 30th September, 1903. [2712]

DANCING.

MRS. DONALDSON (Daughter of

Professor J. F. WALLACE, of Rossmount, Dancing Academy, Glasgow), has pleasure in informing the residents of Hongkong and district that she is opening

DANCING CLASSES FOR BEGINNERS at the CITY HALL, on MONDAY, the 5th OCTOBER. Great prizes will be taken in training Pupils, and none but those really desirous of learning the art need enrol themselves, as discipline in the classroom is essential and will be insisted upon.

ADULT BEGINNERS' CLASSES.—MONDAY and THURSDAY, from 8.15 to 9.45 P.M.; Fee, \$10 a month. SATURDAY, from 8.15 to 9.45 P.M.; Fee, \$6 a month. (Pupils enrolled at the ROBINSON PIANO CO., LD.)

ADVANCED OR PRACTICE CLASS.—WEDNESDAY, from 8.15 to 9.45 P.M.; Fee, \$7 a month.

JUVENILE BEGINNERS' CLASS.—SATURDAYS, from 3 to 5 P.M.; Fee, \$6 a month.

NOTE.—When there are three children from one family, the third will be allowed half fee.

PRIVATE LESSONS given at hours to suit the convenience of pupils. For further information enquire of the ROBINSON PIANO CO., LIMITED.

Hongkong, 16th September, 1903. [2696]

WANTED.

CLERK, good shorthand Writer and Typist. One with knowledge of Book-keeping preferred. State qualifications and Salary expected to—

B. K.,
Care of Daily Press Office.

Hongkong, 28th September, 1903. [2721]

WANTED.

A SUITABLE OFFICE in a Central position, for the STOCKBROKERS' ASSOCIATION.

Apply to—
E. S. JOSEPH,
Hon. Secretary.

Hongkong, 26th September, 1903. [2699]

WANTED.

OR Coast Port an Experienced SHIP-PAINTING CLERK, good knowledge of French required.

Apply by letters only to—
"ORIENTALIS,"
Care of Daily Press Office.

Hongkong, 28th September, 1903. [2700]

WANTED.

A N Expert LADY TYPEWRITER.

State Salary and Experience to—
A. L.,
Care of Daily Press Office.

Hongkong, 31st August, 1903. [2743]

WANTED.

A CHINESE JUNIOR CLERK.—State age, qualifications and salary required.

Apply by letters only to—
"X. Y. Z.,"
Care of Daily Press Office.

Hongkong, 23rd September, 1903. [2686]

WANTED IMMEDIATELY.

A DVERTISER requires FURNISHED HOUSE for six Months.

Apply to—
"SOUTH CHINA MORNING POST, LD.,"
15, Connaught Road Central.

Hongkong, 22nd September, 1903. [2652]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE OVERSEER of Public Works in Sandakan, at least 25 years of age, with experience and able to do his own planning. Must speak and write English. Salary \$75 per mensem.

Houses Allowance " "

Horse Allowance 15 " "

Second-class passage provided to Sandakan

A trial of a few months will be given and if not satisfactory return passage paid.

Apply to—
GIBB, LIVINGSTON & CO.
Hongkong, 4th September, 1903. [2693]

A. LING & CO.,
FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c., and FOOCHOW

LACQUERED WARE

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2631]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (WEDNESDAY),

the 30th SEPTEMBER, 1903, at Noon, at No. 51, WYNDHAM STREET,

A QUANTITY OF FINE FURNITURE.

TERMS:—As Customary.

AEO. P. LAMMERT,
Auctioneer.

Hongkong, 29th September, 1903. [2718]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (THURSDAY),

the 1st OCTOBER, 1903, at 2.30 P.M., at his SALEROOM, QUEEN'S ROAD,

SUNDAY HOUSEHOLD FURNITURE,

CARPETS and RUGS;

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY NEW STOCK

TO ARRIVE THIS MONTH. SPECIALLY AND MOST CAREFULLY CHOSEN.

DIRECT FROM THE FACTORIES.

BY OUR

M. ROBINSON

NOW IN EUROPE.

GREAT

REDUCTIONS

IN OUR PRESENT STOCK OF PIANOS AND MUSICAL GOODS.

A QUANTITY OF OLD MUSIC STILL LEFT, BEING SOLD VERY CHEAP.

CALL IN AND SEE WHAT WE HAVE.

ALL ENQUIRIES WILL BE MOST COURTEOUSLY AND PROMPTLY ANSWERED.

THE APOLLO PLANO-PLAYER

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-Player. She was so delighted with the instrument that she purchased her last year that this year's testimonial is even stronger than the first one that she gave.

Patti says that "the Apollo never has given her the slightest trouble and that the new record (grand) is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 3rd September, 1903. [2484]

EXCURSION TO MACAO.

FOR PROCESSION OF OUR LADY OF ROZARY.

THE Chartered steamer "PATSHAN" will leave for Macao on SUNDAY, the 4th OCTOBER, 1903, at 9 a.m., returning to Hongkong at 10 p.m.

Steam-launch will convey passengers to Macao, 10 minutes after the steamer's return. The Band of the 3rd Burma Infantry will play during the voyage.

Meals can be obtained on board.

Fare (return) ... \$2.00

For cabins and tickets, apply to VICTORIA HAIR-DRESSING SALOON, 13, Queen's Road Central (under Connaught House).

Hongkong, 25th September, 1903. [2719]

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Well-known & Commodious Steamship "WING CHAI" will make a Special Excursion Trip to Macao, on SUNDAY, the 4th OCTOBER, 1903, leaving her usual Wharf (at the Western end of Wing Lok St) at 3.30 a.m. and returning from Macao at 7.30 p.m. the same evening.

Meals and refreshments may be obtained on board.

Tickets—Return ... \$2.00

Extra for each Cabin ... \$5.00

Tickets for Sale on board and available at MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, 25th September, 1903. [2693]

HONGKONG CLUB.

NOTICE.

THE FOURTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB HOUSE, was held on SATURDAY, the 19th inst., when the following Debentures were drawn for redemption—

and will be payable at the HONGKONG AND SHAN-HAI BANKING CORPORATION on the 30th day of SEPTEMBER, 1903, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary.

Hongkong, 21st September, 1903. [2629]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER, No. 39, WINDHAM STREET, HONGKONG, will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

It is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. Address: WATSON, 15 to 25 per cent. Discount Allowed. [163]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LIMITED.

SHAREHOLDERS are reminded that the New Issue of Capital must be applied for before 1st OCTOBER next, after which date any unallotted shares will be dealt with as laid down in the Articles of Association.

SHEWAN, TOMES & CO., General Managers. [2679]

Hongkong, 24th September, 1903.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 2nd OCTOBER, 1903, at 10 a.m., for the purpose of receiving the Report of the Directors together with the Statement of Account for the year 1902 and for the half-year ending 30th June, 1903, and for declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 28th SEPTEMBER to the 2nd OCTOBER, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 18th September, 1903. [2613]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon) on THURSDAY, the 22nd OCTOBER.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 22nd OCTOBER, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office Limited.

Hongkong, 26th September, 1903. [2711]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of OCTOBER, 1903, at NOON, when the Subjunct Resolutions will be proposed, viz.,

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Special Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers. [2205]

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4672 for one hundred shares, numbered 37,691 to 37,790 inclusive, standing in the register in the name of Dr. THOMAS RENNIE of Edinburgh, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th October 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. [2672]

Hongkong, 23rd September, 1903.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD IS GANDY'S

"THE GANDY BELT," ENGLAND.

SOLE AGENTS: LUTGENS, EINHSMANN & CO., HONGKONG.

1191-1

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best Nitro-powder in the World.

PRICE OF 12-BORE CARTRIDGES:—

Loaded with Powder only, and 1 oz. of Shot ... \$3.00

Primrose Cases ... \$2.25

Pegamoid Cases ... 6.50

Ejector Brass Cases ... 2.50

Apply to—WM. SCHMIDT & CO, Gunmakers, Hongkong.

Hongkong, 1st July, 1902

[ALL RIGHTS RESERVED.]

A LURKING PHANTOM:

A STORY OF LOVE AND MYSTERY, BY JOHN BLOUNDELLE-BURTON

(Author of "The Hispaniola Plate," "The Year One," "A Vanished Rival," &c.).

CHAPTER IX.

LADY BOTRELL.

When the cab deposited Lady Botrell at her house in Park Lane after that interview with Mrs. Challis, she intended to go straight to her own rooms and at once tell Severine of what she had learnt—Severine, the one soul in all the world who knew her secret and in whom she could confide. Yet, she recalled bitterly, sadly, how long it had been since she and her faithful companion and friend had been forced to part. In the ever allude to the unhappy subject. In the ever allude to the unhappy subject. In the ever allude to the unhappy subject.

With the exception that, some time in existence, was the register in which Rhoda Chantrey's marriage with Mark Lambert was recorded. The marriage had been solemnized in Somerset House was a copy of that entry, there was the two women had often said before they ceased to talk of the matter—no witness, no knowledge, of that marriage left. The Registrar who married Rhoda and Lambert was dead long since, they knew; the clerk was probably dead also—the had been an old man even at the time of the marriage; Lambert himself was dead. And twenty years had passed and gone; it was not likely any person who had ever known Rhoda or her husband—who had never been taught to her but a husband in name—would chance upon that entry either in the original or the duplicate.

They were safe! The past was buried beneath that dust with which Time powders all things. At last they almost forgot that such a past had ever existed. Lady Botrell had been able to forget it until yesterday.

As now, with all that past re-opened before her, with all her original fears awakened to fresh life, Lady Botrell was making her way swiftly by the footman at the door, she saw that the man, although still gravely decorous, had a smirk upon his face which was unusual, and which, undoubtedly, it was not becoming for a well-trained servant to assume. She was, however, too agitated to take any notice of this breach of discipline at the moment, but as she passed the dining-room she observed the butler come out of it, and this man's face was also radiant and boyish, such a pleased look upon it, in spite of her freshly arisen trouble, Lady Botrell could not refrain from saying:

"What is the meaning of all this smiling and bowing? What, pray, has happened to cause it?"

"My lady," the butler said, bowing and smiling again, "Sir Geoffrey has received some pleasant news. We can't all help being pleased ourselves, my lady."

"Pleasant news! What news?" Lady Botrell exclaimed in wonderment.

The butler was about to reply when, before he could speak, a girl, tall, graceful and exquisitely pretty, her face being, as her father often said, the exact replica of what her mother's had been when he first saw her, came down the stairs.

"Miss Maud, my lady," the butler said, "Miss Maud will tell you, and she will tell you perfectly sure that Lady Botrell and her daughter would instantly enter that room to discuss the 'pleasant news' on account of which his face was still wreathed in smiles."

Lady Botrell and Maud did indeed do so as the man supposed they would, and no sooner was the door shut behind them than Maud exclaimed:

"Oh! mother, father has had such a delightful letter from the Prime Minister."

"The Prime Minister?"

"Yes. Oh! what do you think! A Father has been offered a peerage for his services to the country!"

"Great heavens!" Lady Botrell murmured. "A peerage! Surely he is not going to take it?"

"Not going to take it, mother! Why! why shouldn't he take it? Isn't father as good as fifty times better, than a dozen men who have had peerages conferred on them of late years?"

"And you—your own beautiful mother! Is there a peerage in all the land, which will grace the Coronation, when it happens, half as well as you?"

"A peerage?"

Lady Botrell repeated to herself as she sank into the great leather Chesterfield that ran along one side of the dining room, while she hardly heard the innocent talk of her child as she continued to give utterance to her pleasant thoughts.

A peerage for them! The Coronation! at which she would be a more prominent woman of society than before. And all the time, if the blow could not be averted, she, the new peeress, the woman who would be photographed and have her photograph exposed for sale in a hundred shop windows, and reproduced in dozens of illustrated papers, would be cowering, sheltering in some place, any place, in which she could find refuge. Any place where she, who was no more Lady Botrell than her housemaid was, could hide her head. She, who—although all unknowingly, all unwittingly—had brought shame upon her husband and worse than shame—disgrace—on the innocent girl before her. On her daughter.

As she thought to herself, ah! if she could but sit now as she sat upon that sofa; if she could but shut her eyes and so pass away from the world, what happiness, what relief it would be! There would be no more fear, no more sorrow for her—and—her child, her husband, would be safe. For, surely, she thought, surely that other—her true, her lawful husband—was not so vile—bad as he had once been, bad as she still might be—as to be willing to blackmail that husband, as to smother and befall the birth of her innocent child when she herself was dead and in her grave. Surely he who had loved her once, though he had so soon replaced her, surely the man whom she had once loved so fondly would spare her that, if only because she was dead. Poor, destitute, as he might be, he would not hurt disgrace and dishonour on her grave even if, by so doing, he might enrich himself.

"Why do you take it like this, mother?" she heard Maud saying now. "Why should father refuse the honour offered him? After all, we are so happily situated that it can bring no trouble or bother on us."

"That is the reason why I do take it so. You have said it. What do we want with any higher rank than we possess? No duchess has greater advantages than I, no duke's daughter more than you. We go everywhere. We are highest in the land, even last night, we were courted to me as he would have been to any peeress. And your father! His position, if not his rank, is a great one."

"I" Maud said with a smile, a joke that, in her honest girl's heart, was only made in the endeavour to cheer her mother up, "should be an Honourable, until I, too, became a peeress by marriage."

"An Honourable!" and, as Lady Botrell echoed the word inwardly, her hand went to her heart as though to still some sudden pang in it.

An Honourable! She, Maud, she who, by her own mother's action, was deprived of that very honour which even a beggar's child possessed; she who, by law and custom and usage, had no father, no standing, no rank nor recognition, since the man who was known as her father could by no possibility be her lawful father if Mark Lambert was alive on the day Sir Geoffrey Botrell went through a form of marriage with that mother. And she had seen Mark Lambert's picture, taken but a short time ago; the picture of her real husband grown old and grey and worn; the picture of the man alive a few months past though thought to have died twenty years ago.

"Where is your father?" she asked faintly, now. Then she added, as an excuse for leaving Maud, "I must see him, talk with him about this before he sends his acceptance to the Prime Minister."

"He is gone out. I do not know where. Are you not ready for your lunch?"

"Not yet. I have been busy—all the—morning. I—I will have something in my own rooms. Go on with your own lunch."

She reached those rooms, composed of a dressing-room opening into her bedroom and that into a little boudoir, or sitting-room, beyond which was Sir Geoffrey's room—a charming little suite decorated and hung with the choicest crotonas and tapestries obtainable. Rooms that none but a rich woman could possibly have had at her disposal; none, not a woman who, possessing nothing herself, had a rich husband, to gratify her every wish. A rich husband, she reflected, who had stored these rooms with everything that the heart of any woman could desire or the mind of any woman conceive—works of art in all forms, choice china, pictures, gossams, decorations, everything. A husband who would draw choicest for any wish she could possibly have—yet a husband from whom she could not demand the money that would, that might, save him and her child from disgrace—ruin.

She went to a little cabinet in her boudoir now, a little cabinet or chest, standing on squat legs; a thing that, when bought in Paris for a large sum by Sir Geoffrey, had the reputation of having once stood in Chenevex and been used by Francis I. as a receptacle for the many love-letters he was in the habit of receiving. Except that, now, it had cunningly inserted into it a modern patent British lock, it was the same it had been in the days of the wild king. "The same, only more so."

From it, from a little drawer at the back which (either from its wood or owing to the presence there, in far off days, of some subtle perfume), emitted a strange scent, she took now a packet, containing a few letters and a photograph. The letters she laid aside, she had once known them by heart and, even now, had not forgotten their form and phrasing, but she had long since departed and regarded it long too close to the window and regarded it long and steadily. The photograph of a dark, handsome man with jet black hair and a mustache, of a handsome face marked only by the eyes being too near together and a more or less insolent expression on the face. Yet still the same man, the same pose as in the photograph of the man shown by Mrs. Challis to her daughter, the morning. Undoubtedly the same man, whose photograph had been taken by Sir Geoffrey, at a time when he was in the habit of taking photographs of his friends and acquaintances. "He is the same," she whispered, "He is the same."

Alive! It is no deception, no fraud, no remarkable likeness. It is Mark Lambert himself. Yet, peering more closely at the picture now, "what was he doing all these years, where was he that he had made no sign? What was he doing that he should have kept the very clothes he wore when this photograph was taken, to wear again when that other one was taken in America. For they are the same. The very same!"

Then, suddenly, she stepped back from the window, her face white with horror, a fresh horror at the thought that, sprung swift as lightning to her mind. A recollection of what she had sometimes heard or read. "My God," she whispered, "has he been in prison all these years, has he but lately been released from prison? What is it they do with prisoners' clothes, with their belongings? Keep them until they come out and then return them. Oh! Oh! Oh! she waited. "Can this be so? To all the other disgraces, to all the other shame and humiliation, must this be added? Must I go from a husband and such as Geoffrey to one like that? From a gentleman, an honourable man, to such as this?"

Then, suddenly, she braced herself, she stood looking firmly at the photograph and spoke as though the original stood before her once more.

"Never," she said. "Never. You shall never claim me again. Never! Never. Not while there is a drop of step between us." And again she said firmly "Never."

Though, even as she spoke, she remembered that beyond Mark Lambert, there was still one other who knew her secret. One who, consequently, held her in his hand, who could denounce her as easily as Mark Lambert could himself do.

The lawyer, Mrs. Challis.

(To be continued.)

HEAD BACK LEGS ACHE

Ache all over. Throat sore, Eyes and Nose running, slight cough with chills; this is La Grippe.

Painkiller

taken in hot water, sweetened, before going to bed, will break it up if taken in time.

There is only one Painkiller, "PERRY DAVIS."

RUINART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903.

Superb Skin is obtained and maintained by using 'DARTRING' 'LANOLINE' No imitation can bear the 'Dartring'. No imitation can be called 'Dartring'. 'DARTRING' TOILET 'LANOLINE' in collapsible tubes. 'DARTRING' 'LANOLINE' TOILET SOAP.

1955-1

WM. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND GENTLEMEN'S OUTFITTERS.

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS, OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT, 23, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

41

TURKISH TROPHIES CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK YOUR DEALER FOR THIS BRAND.

143

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE, GELATINE-DYNAMITE, PLASTING GELATINE AND GELIGNITE, DETONATORS, SAFETY FUSE, AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—JARDINE, MATHESON & CO.

325

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AIKAWA, OSARA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong, CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies &c. Sole Proprietors of Kumamoto and Tenryu Coal Mines. Sole Agents for Kawanishi Komatsugaura, Minamio, Ikejiri and Kumagatah Collieries.

K. UYEMURA, Manager.

Hongkong, 4th March, 1903. [2409]

BUTTERFIELD & SWIRE,

Agents LONDON AND LANCASHIRE ROYAL EXCHANGE PALATINE ORIENT Fire Insurance Companies.

Hongkong, 18th August, 1903.

NOTICE—FOR SALE.

SIEN TING. SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. [2636]

SANITARY DUSTBINS of Approved Pattern. \$4.00 each. Apply to—SHAM IU, No. 11, Shin Hing Lane, off No. 103, Hollywood Road. Hongkong, 5th September, 1903. [2506]

SHIPPING.

ARRIVALS.
Sept. 29, CHIVVER, Chinese str., 1,211, C. Stewart, Shanghai 28th Sept. General.
Sept. 29, DECEMBER, French g-t, from Canton.
Sept. 29, EMPRESS OF CHINA, British steamer, 3,046, R. Archibald, B.N.R., Vancouver 7th Sept. Mails and General.—C. P. R. Co.
Sept. 29, HATIAN, British str., 1,183, T. S. Rensch, Foochow 25th Sept. Amoy 26th and Swatow 28th, General.—Douglas, LaPrade & Co.
Sept. 29, KWEIYANG, British str., from Canton.
Sept. 29, SHANGHAI, British str., from Canton.
Sept. 29, TYS, Norwegian str., 1,713, D. L. Danielsen, Hongkong 26th September, Coal.
Sept. 29, ZIETEN, German str., 8,066, B. Wilhelm, Yokohama 19th September and Shanghai 26th, Mails and General.—Melchers & Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
29th September.
Cheongchow, British str., for Amoy.
Hainan, French str., for Hoihow.
Hainan, British str., for Swatow.
Whampoa, British str., for Swatow.

DEPARTURES

29th September.
CARL DIEDERICHSEN, Ger. str., for Hoihow.
CHIVVER, Chinese str., for Canton.
DAIJO MARU, Japanese str., for Tamsui.
GLAUCUS, British str., for London.
GEORGEY ARGAR, British str., for Calcutta.
HONGKONG, British str., for Swatow.
HONGKONG, French str., for Hainan.
HONGKONG, German str., for Amoy.
HONGKONG, Chinese str., for Shanghai.
KONGKONG, British str., for Swatow.
M. STEUVE, German str., for Ningpo.
PERLA, British str., for Cebu.
P. C. KLAU, German str., for Swatow.
ROBERTA, Norwegian str., for Saigon.
ROBERTA, Japanese str., for Manila.
TAICHONG, German str., for Swatow.
THALES, British str., for Swatow.
TUNGSHING, British str., for Canton.
TYS, Norwegian str., for Canton.

VESSELS IN DOCK.

29th September.
ABERDEEN DOCKS.—
KAWLOON DOCKS.—
America Maru, Pambrookshire, Bangkok.
COSMOPOLITAN DOCK.—
Luyken, Kaga Maru.

VESSEL ON THE BERTH
IMPERIAL GERMAN MAIL LINE
NORDDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"ROON."
OF THE NORDDDEUTSCHER LLOYD,
Captain G. Meiners, due here with the outward German Mail about TUESDAY, at 2 P.M., will leave for the above places about 24 hours after arrival.

NORDDDEUTSCHER LLOYD.
Agents,
MELCHERS & CO.,
Hongkong, 29th September, 1903.

FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"SAXONIA."
Captain Bremer, will be despatched for the above ports TO-MORROW, the 1st October, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE.
Hongkong Office,
Hongkong, 29th September, 1903. [2677]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain G. S. Wiggall, will be despatched as above on FRIDAY, 2nd October, at 1 P.M.

This steamer has a superior accommodation for First Class Passengers and is also fitted with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 29th September, 1903. [2704]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ERNEST SIMONS."
Captain Dupuy Frany, will be despatched for the above ports on or about MONDAY, the 5th October.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, 29th September, 1903. [2702]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.
THE Steamship

"LOTHIAN."
Captain J. C. Williamson, will be despatched for the above ports on WEDNESDAY, the 7th October, at Noon.

For Freight, apply at Company's Offices,
No. 20, Des Vaux Road.
J. S. VAN BUREN,
Superintendent,
Hongkong, 25th September, 1903. [2687]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Steamship

"NORDEYN." Captain A. Beer,
will be despatched on SATURDAY, the 17th OCTOBER, to be followed by the steamship

"HERMISTON," Captain W. T. Bain,
on or about WEDNESDAY, 18th NOVEMBER.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 29th September, 1903. [2657]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th October, 1903, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 5th October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent,
Hongkong, 29th September, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."
Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 10th OCTOBER, at Noon taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 29th September, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SHIMOSA" About 10th Oct.
"KURISTAN" 24th Oct.
"RICHMOND CASTLE" 7th Nov.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 29th September, 1903. [1125]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, DIRECT, CALCUTTA, SINGAPORE, PENANG, COLOMBO, ADEN, EGYPT, SUEZ, PORT SAID, and LONDON.

Shipping Orders will be granted till Noon only on Monday, the 5th October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to
SANDER, WISLER & CO.,
Agents,
Hongkong, 29th September, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED SURGEON, &c.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1904. [1964]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897. [8]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

FORTHANK, British barque, Young.—Dodwell & Co., Ltd.
HELENA WYMAN, Amr. barque, D. A. Vanhoun.—Captain.

LEON, American ship, J. G. Park.—Order.
NOAH, Amr. ship, J. A. Ambery.—Arnhold, Karberg & Co.

Hongkong, 29th September, 1903.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
KAGOSHIMA MARU MOJI, KOBE and YOKOHAMA THURSDAY, 1st Oct., at DAYLIGHT.
INABA MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 3rd Oct., at DAYLIGHT.

HIBOSHIMA MARU BOMBAY, via SINGAPORE and COLOMBO TUESDAY, 6th Oct., at NOON.
KAGA MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 6th Oct., at 4 P.M.

KASUGA MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 7th Oct., at NOON.
SADO MARU KOBE and YOKOHAMA FRIDAY, 9th Oct., at DAYLIGHT.

YAWATA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 9th Oct., at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—
T. S. TAKAYANAGI, Acting Manager.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

STEAMERS. TO SAIL. REMARKS.
SOGOTRA About 2nd October Freight only.
C. P. Beaton, R.N.R.

YOKOHAMA, via SHANGHAI, MOJI and KOBE About 3rd October Freight and Passage.
A. Thompson, R.N.R.

SINGAPORE, COLOMBO and BOMBAY About 5th October Freight only.
C. R. Longden, R.N.R.

SHANGHAI, KOBE and YOKOHAMA About 5th October Mail Steamer.
O. L. W. Field

LONDON, &c. SIMLA Noon, 10th October See Special Advertisement.
C. D. Goldsmith, R.N.R.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES About 17th October Freight and Passage.
G. W. Gordon, R.N.R.

Calling at Penang if sufficient inducement offers.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 28th September, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
TAMSU, via SWATOW and AMOY "DALIN MARU" SUNDAY, 4th October.
FOOCHOW, via SWATOW and AMOY "ANTING MARU" SUNDAY, 4th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Canton to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and for further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central, Hongkong, 18th September, 1903.

T. ARIMA, Manager [15]

IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN ALL PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.
ZIETEN THURSDAY 1st October
SEYDLITZ WEDNESDAY 14th October
ROON WEDNESDAY 24th October
PRINZ WEDNESDAY 11th November
PRINZ HEINRICH WEDNESDAY 25th November
KONIG ALBERT WEDNESDAY 11th December
..... WEDNESDAY 23rd December

* KIAUTSCHOU WEDNESDAY 6th January
SACHSEN WEDNESDAY 20th January
BAYERN WEDNESDAY 3rd February
GERA WEDNESDAY 17th February
SEYDLITZ WEDNESDAY 2nd March
PRINZ WEDNESDAY 16th March
ROON WEDNESDAY 30th March
PRINZ HEINRICH WEDNESDAY 6th April
..... WEDNESDAY 20th April

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 1st day of OCTOBER, 1903, at the Steamship "ZIETEN" SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 29th September, Cargo and Specie will be received at Board until 5 P.M. on WEDNESDAY, the 30th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 30th September.

Contents of Packages are required. No Parcel Exceeding 100 lbs. will be accepted for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
NORDDDEUTSCHER LLOYD,
MELCHERS & CO., AGENTS.
Hongkong, 30th September, 1903. [15]

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship. Captain. Tons. Sailing Date.
"ROHILLA MARU" E. Bent 3869 Saturday, 3rd October, at 11 A.M.
"ROSETTA MARU" H. S. Smith 3976 Saturday, 10th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 29th September, 1903. [478]

HAMBURG-AMERIKA LINIE
NORDDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
ABESSINIA HAVRE, BREMEN and HAMBURG On 7th Oct. Freight.
BRISGAVIA (Calling at Singapore and Penang) HAVRE and HAMBURG On 29th Oct. Freight.
SAXONIA (Calling at Singapore and Colombo) HAVRE and HAMBURG On 3rd Nov. Freight.
MAEBURG (Calling at Singapore and Penang) HAVRE and HAMBURG On 17th Nov. Freight.
SUEVIA (Calling at Singapore and Colombo) HAVRE and HAMBURG On 1st Dec. Freight.

Capt. Borch HAVRE and HAMBURG On 17th Nov. Freight.
Capt. Borch HAVRE and HAMBURG On 1st Dec. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

[13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP. TONS. CAPTAIN. FOR. SAILING DATE.
RUBI 2540 R. W. Almond Manila direct. Sat., 3rd Oct., 10 A.M.
ZAFIRO 2540 R. Rodger Manila direct. Sat., 10th Oct., 10 A.M.

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 28th September, 1903. [117]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 7th Oct. 1903
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 24th Oct.
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 18th Dec.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 10th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 30th Mar.
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 20th April.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Isthmus of PANAMA, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN OVERLAND TRAINS and make connection at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for speed at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. B. BROWN, General Agent,
Pender Street.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
FOR
VICTORIA, B.C., AND TACOMA,
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.
*VICTORIA 3,502 J. Truebridge October 10th
SHAWMUT 9,606 W. M. Smith November 11th
*OLYMPIA 2,837 A. Dixon November 25th
*TACOMA 2,612 M. Ridley December 15th
*VICTORIA 3,502 J. Truebridge December 19th
TREMONT 9,606 J. Truebridge December 24th

* Have no second class accommodation.

FOR MANILA.
S.S. SHAWMUT 9,606 tons Capt. W. M. Smith About 24th October.
TREMONT 9,606 tons Capt. W. M. Smith About 28th November.

The largest, steadiest, and most comfortable steamers to Manila.

Cheap Fares, excellent accommodation, attendance, and cuisine. Electric Light, Doctor and Stewardesses.

Parcel express to the United States and Canada.

POST OFFICE NOTICES.

The *Boon*, with the German Mail of the 1st inst., left Singapore on Friday, the 25th inst., at 8 a.m., and may be expected here to-day.

The *Korea*, with the American Mail of the 2nd inst., left Shanghai on Tuesday, the 29th inst., at daylight and may be expected here on or about Thursday, the 1st prox.

The *Ernest Simons*, with the French Mail of the 4th inst., left Singapore on Monday, the 28th inst., at 3 p.m., and may be expected here on or about Monday, the 5th prox. This Packet brings replies to letters despatched from Hongkong on the 1st August.

MAILS WILL CLOSE.

VOIR	PRE	DATE
Canton	Kinsan	Wednesday, 30th, 9.30 A.M.
Manila, Cebu and Iloilo	Hupah	Wednesday, 30th, 3.00 P.M.
Shanghai	Takaka	Wednesday, 30th, 3.00 P.M.
Ningpo and Shanghai	Sakochina	Wednesday, 30th, 4.00 P.M.
Meji, Kobe and Yokohama	Kagoshima Maru	Wednesday, 30th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Wednesday, 30th, 5.00 P.M.
Canton	Fatshan	Thursday, 1 Oct., 9.00 A.M.
Quang Techau, Hailow, Pakhoi and Haiphong	Hue	Thursday, 1 Oct., 11.00 A.M.
Dangkok	Keengwa	Thursday, 1 Oct., 2.00 P.M.
Shanghai	Lyeemoo	Thursday, 1 Oct., 4.00 P.M.
Yokohama and Kobe	Suzonia	Thursday, 1 Oct., 4.00 P.M.
		Printed matter and samples, 4.00 P.M.
		Registration, with late fee of 10 cents, up to 4.45 P.M.
		Letters, 4.45 P.M.
		Friday, 2 Oct., 11.00 A.M.
		Friday, 2 Oct., 3.00 P.M.
		Friday, 2 Oct., 3.00 P.M.
		Friday, 2 Oct., 3.00 P.M.
		Friday, 2 Oct., 4.00 P.M.
		Saturday, 3 Oct., 9.00 A.M.
		Saturday, 3 Oct., 3.00 P.M.
		Printed matter and samples, 4.00 P.M.
		Registration, with late fee of 10 cents, up to 4.45 P.M.
		Letters, 4.45 P.M.
		Saturday, 3 Oct., 11.00 A.M.
		Saturday, 3 Oct., 3.00 P.M.

TO-DAY.
Sale, Office Furniture, 51, Wyndham Street.
Mr. Geo. P. Lammert, noon.
The Pollard English Comedy Co., Theatre Royal, City Hall, 9 p.m.

TO-MORROW.
Sale, Household Furniture, Sales Rooms, Mr. V. L. Remedios, 2.30 p.m.
Meeting of Zetland Lodge, Freemasons' Hall, 8.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.	29th September.
ON LONDON.	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Credit, at 4 months sight	1/10 1/2
Documentary Bills, 4 months sight	1/10 1/2
ON PARIS.	
Bank Bills, on demand	2 1/4
Credit, at 4 months sight	2 1/4
ON GERMANY.	
On demand	189 1/2
ON NEW YORK.	
Bank Bills, on demand	45 1/2
Credit, 60 days sight	46
ON BOMBAY.	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON CALCUTTA.	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON SHANGHAI.	
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA.	
On demand	Nominal
ON MANILA.	
On demand	Nominal
ON SINGAPORE.	
On demand	112
ON BATAVIA.	
On demand	112 p.m.
ON HONGKONG.	
On demand	82
SEVERAL BANKS, 10 days sight	82 1/2
ON LIVERPOOL.	
On demand	57 1/2
ON SLIVER.	
On demand	27 1/2

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. steamer *Korea* left Shanghai for this port on the 25th inst., at 8 a.m.

THE INDIAN MAIL.
The Indo-China steamer *Ernest Simons* left Calcutta for this port, via Cochin, on the 28th inst., and may be expected here on or about Monday, the 5th prox.

THE FRENCH MAIL.
The M.M. steamer *Ernest Simons* left Singapore on the 28th inst., at 3 p.m., for this port via Saigon.

MERCHANT STEAMERS.
The P. & O. steamer *Shanghai* left Singapore for this port on the 26th inst., at 8 a.m.

The O.S. steamer *Cebu* left Singapore on the 26th inst., a.m., and may be expected here to-morrow.

The N.Y.K. steamer *Latouche* (European Line) left Shanghai for this port on the 29th inst., and is expected here to-morrow, p.m.

The N.G.I. steamer *Capri* left Singapore for this port on the 28th inst., and may be expected here on the 3rd prox.

The steamer *Machona* left Meji on the 29th inst., at daylight, and is due here on the 4th prox.

The N.Y.K. steamer *Hiroshima* (Nippon Yusen Kaisha) left Kobe for this port, via Meji, on the 27th inst., and is expected here on the 4th prox.

The P. & A. steamer *Indanelli* arrived at Yokohama at noon on the 24th inst., and may be expected here on the 5th prox.

The N.Y.K. steamer *Yamato* (Australia Line) left Kobe for this port, via Nagasaki, on the 19th inst., and is expected here on the 6th prox.

The N.F. steamer *Victoria* arrived at Yokohama on the 22nd inst.

The C.C. steamer *Clarendon* left San Francisco on the 15th inst., for Hongkong via ports.

The C.N. steamer *Taitan*, from Australian ports, left Sydney for this port via Manila on the 19th inst., and is expected here on the 12th prox.

The Boston Tow Boat Co.'s steamer *Hyades* left Victoria for Vladivostok and Northern ports on the 16th inst.

The C.P.R. steamer *Athenia* left Vancouver on the 21st inst., p.m., for Hongkong, via the usual ports of call.

The Boston Steamship Co.'s steamer *Shakumai* left Victoria for Yokohama and the usual ports on the 20th inst., and is due there on the 8th prox.

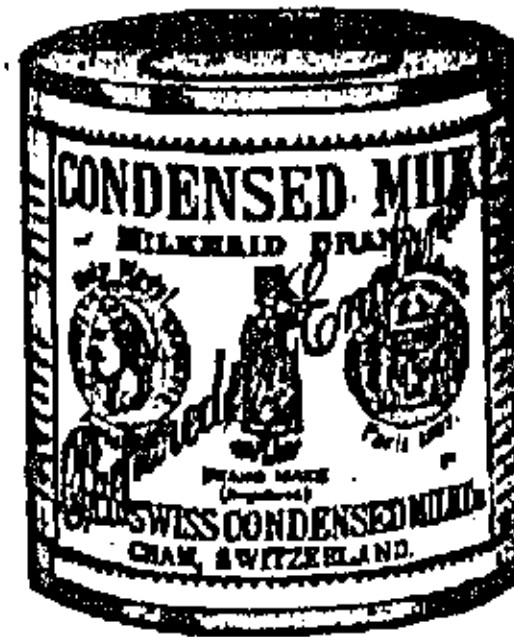
The C.C. steamer *Chinyue* left San Francisco on the 23rd inst.

PASSENGERS.

ARRIVED.
Per *Haitan*, from Coast Ports, Mrs. Fookoa and three children, Mrs. P. H. Williams, and Miss Kinky.

Per *Zielen*, from Yokohama, Mr. and Mrs. Harling, Mrs. O. Becker, Graf and Grafin Montgohaus, Mr. and Mrs. Street, Mrs. Allen, Mrs. E. T. Kowal, Miss Schepelmans, Major von Bied, Capt. Lieut. Deimling, Messrs. P. v. Mussole, Peralta, F. Bonnet, Tagawa, Kojima, B. U. Binaon, and Devier.

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Guaranteed Full Cream.

Largest Sale in the World.

NOTICES OF FIRMS

JAVA-CHINA-JAPAN LINE.
渣打中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDDELL STREET.
R. BISSCHOP, General Agent.
Hongkong, 1st September, 1903. [2632]

CHINESE AMERICAN COMMERCIAL COMPANY.
司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.
Hongkong, 1st May, 1903. [1321]

NOTICE.

ON and after the 9th SEPTEMBER, the s.s. "WING CHAI" will berth at the NEW WHARF at the Western end of Wing Lok Street.
MING ON & CO.
Hongkong, 8th September, 1903. [2538]

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Quay), between Blake Pier and Queen's Buildings.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 24th September, 1903. [2673]

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [73]

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD.
GODOWN, No. 32, PRAYA EAST.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 25th September, 1903. [2685]

COMMODIOUS New Buildings in SEYMOUR ROAD, Nos. 1, 3, 5 and 7.
Suitable for European Families. Terms Moderate.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 14th August, 1903. [2295]

BOARD and RESIDENCE for Young Gentlemen, English family.
Apply by letter to—
W. D.
Care of Daily Press Office.
Hongkong, 29th September, 1903. [2717]

ROOMS on the TOP FLOOR of Messrs. P. E. MILES & CO.'S NEW BUILDING, No. 2, MATHESON STREET (Wanchai).
BISCHOP'S LODGE North and South (Peck). Furnished or Unfurnished, from 1st November, 1903, to 30th April, 1904.
Apply to—
LINDSEY & DAVIS.
Hongkong, 23rd September, 1903. [245]

ONE FIRST-CLASS SPACIOUS GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

FILATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 2, LEWIS TERRACE (in FLATS). GODOWN at BOWLINGTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

"DURISDEER" MAGAZINE GAP.
Furnished.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, 31st August, 1903. [2442]

4 GODOWNS, A, B, C, D, in Russell Street.
Apply to—
Daily Press Office.
Hongkong, 9th September, 1903. [2542]

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods.
Apply to—
W. LYBAUGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.

NO. 11, GAGE STREET. Eight-roomed House.
Apply to—
C. F. DE CARVALHO,
4, Arbuthnot Road.
Hongkong, 28th September, 1903. [2702]

"ERANIE BUNGALOW," Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th September, 1903. [2708]

ONE ROOM, suitable for an Office, opposite the Banks.
Apply to—
H. C.
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 10th July, 1903. [1881]

NO. 10, WYNDHAM STREET.
No. 24, CAINE ROAD.
FOR SALE—CHEAP.
"BAHAR LODGE" at the Peak.
And others to suit various requirements.
S. A. SETHI,
Land and Estate Broker.
Hongkong, 14th September, 1903. [1386]

TO LET—WITH IMMEDIATE POSSESSION.
ONE SUITE of ROOMS in the Grand Floor of the Hongkong Club Annex, suitable for Offices.
Apply to the undersigned.
C. H. GAUCE,
Secretary,
Hongkong, 25th August, 1903. [1757]

AT moderate rentals, high-class OFFICES, in ALXANDRA BUILDINGS, occupying the best business position in the Colony.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd September, 1903. [268]

GODOWN TO LET.
NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Cals.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 11th July, 1903. [19]

BOARD and RESIDENCE
"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macdonnell Road.
Hongkong, 2nd March, 1903. [681]

PRIVATE BOARD and RESIDENCE.
14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903. [1887]

MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
FIRST-CLASS BOARD and RESIDENCE.
"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.
EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House,"
Hongkong, 15th March, 1903. [682]

BOARD and RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Peddar's Hill.
Hongkong, 1st January, 1892.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2383 tons, Captain H. D. Jones.
S.S. "POWAN," 2383 tons, Captain G. F. Morrison, R.N.
S.S. "FATSHAN," 2383 tons, Captain A. W. Dixon.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,860 tons, Captain J. J. Lottus.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted) and at about 6 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily (Sunday excepted) at about 8 a.m., 2 p.m. and 6.30 p.m.
These Steamers, carrying Dis. Mistry's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m., as per special schedule } Sunday }
Do. from Macao to Hongkong daily at about 7.30 a.m. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 553 tons, Captain R. D. Thomas.
S.S. "SAINAM," 588 tons, Captain B. Branch.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted through-out by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peat" WHISKIES at \$13.00
5 Star, JACQUES—Especially best in the World for Club or Private use at \$22.00
Stop drinking rank, smoky stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.

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N. INUZUKA, Manager, Hongkong.

ROYAL BRATED WATERS MANUFACTORY.
If you want a drink of health, it is true that health is wealth. If you take your proper pace, if for health you join the race, always with a smiling face. Where you can get good drink I guess, pure water we always use. Our list of drinks will you amuse.
Apply to—
F. P. DANENBERG, Manager.
Factory & Office—West Point; Telephone 367.
Depot—Lee House Street; Telephone 374.

WINGESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTAMANN & CO.
14, DES VEAUX ROAD. [2742]

ASPARAGUS, ASPARAGUS.
SWEET INDIAN CORN.
FRESH HONEY IN COMBS.
75 cents per lb.
All these can be had fresh every day. Please call at
CHING SHAN CHAN,
No. 41, Central Market.
Hongkong, 9th September, 1903. [1880]

CARTRIDGES.
IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH.
ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, No. 10 to 888G. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [11]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 a.m.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

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